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Federal Aviation Administration
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Master Minimum Equipment List (MMEL)

Revision: 5b
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Textron Aviation, Inc. BE-1900D

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AIRCRAFT:

Textron Aviation Model BE-1900D

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HIGHLIGHTS OF CHANGE			

The following changes are the Highlights of Changes for **Revision 5b**.

ATA NO.	EXPLANATION OF CHANGE
ALL	<p>Revised all pages to reflect the change of Type Certificate holder from Hawker-Beechcraft to Textron Aviation as listed in TCDS A24CE. Updated document into the 508-compliant template. Pages revised for the name change and 508 compliance will not be marked with a revision date or change bars.</p> <p>Removed all references to “day” or “daylight” and rewrote limitation using “night”. Intent remains the same. Changed references from FAR to 14 CFR where appropriate. Pages revised only for the amendments are not marked with new revision date.</p> <p>Clarified all references of “calendar days” to “consecutive calendar days” to comply with PL-25. Intent is unchanged. Pages revised only for the clarification are not marked with new revision date.</p>
21-03-02	Removed requirement to mask illuminated annunciator.
21-04	Removed requirement to mask illuminated annunciator.
21-05	Removed requirement to mask illuminated annunciator and added procedure to follow altitude restrictions.
23-13	Added procedures for item installed per STC SA02309SE.
23-14-02	Added procedure for item installed per STC SA02309SE.
25-02	Amended procedure from “secure” to “deactivate”.
31-11	Amended (O) procedure to ensure alternate means of tracking aircraft time.
ATA 21 Air Conditioning	
-17	Removed (O) procedure and tied relief to pressurization system.
ATA 22 Autoflight	
-01	Added remark to reference (M) procedure as per PL-031.
-02	Added remarks in sub-items to reference (O) & (M) procedures as per PL-031.

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HIGHLIGHTS OF CHANGE			
ATA NO.	EXPLANATION OF CHANGE		
ATA 23 Communications			
-09	Added remark to reference (O) procedure as per PL-031.		
-12	Revised per PL-106.		
-13	Added relief for item installed per STC SA02309SE.		
-14	Added relief for item and sub-items installed per STC SA02309SE.		
-15	Added relief for item installed per STC SA02309SE.		
ATA 24 Electrical Power			
-04-01	Added Inverter relief with STC SA02309SE.		
-06	Added remark to reference (M) procedure as per PL-031.		
-07	Added remark to reference (O) procedure as per PL-031.		
ATA 25 Equipment/Furnishings			
-01	Changed repair category from "C" to "D" and revised sub items as per PL-079		
-02	Revised per PL-120		
-13	Added remark to reference (O) procedure as per PL-031 and inserted relief exception for STC SA02309SE.		
-18	Added "occupied" per PL-089.		
-20	Revised per PL-104 as applicable to the BE-1900.		
ATA 26 Fire Protection			
-04	Revised per PL-024 as applicable to the BE-1900.		
ATA 28 Fuel			
-07	Revised to prohibit relief for polar operations as per PL-040.		
ATA 30 Ice and Rain Protection			
-01-02	Revised proviso.		
ATA 31 Indicating/Recording Systems			
-02	Added remark to reference (O) procedure as per PL-031.		
-03-01	Revised per PL-089.		

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HIGHLIGHTS OF CHANGE			
ATA NO.	EXPLANATION OF CHANGE		
-09	Inserted relief exception for STC SA02309SE.		
-11	Added remarks to reference (M)&(O) procedures as per PL-031.		
-12	Added relief for item installed per STC SA02309SE.		
ATA 32 Landing Gear			
-05	Added remark to reference (M)&(O) procedures as per PL-031.		
-07	Added remark to reference (O) procedure as per PL-031.		
ATA 33 Lights			
-02	Added Note per PL-077.		
-02-01	Inserted relief exception for STC SA02309SE.		
-02-04	Inserted relief exception for STC SA02309SE.		
-06	Amended relief to require at least one anti-collision light system to be operational during all operations.		
-07	Amended relief to require at least one anti-collision light system to be operational during all operations.		
-12	Revised per PL-072.		
ATA 34 Navigation			
-02-02	Inserted relief exception for STC SA02309SE.		
-03	Inserted relief exception for STC SA02309SE.		
-05	Inserted relief exception for STC SA02309SE.		
-06-02	Revised per PL-076.		
-12-01	Added remark to reference (O) procedure as per PL-031.		
-13	Revised per PL-039.		
-14	Inserted relief exception for STC SA02309SE.		
-15	Revised per PL-032.		
-17	Inserted relief exception for STC SA02309SE.		
-21	Inserted relief exception for STC SA02309SE.		

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
-24	Revised per PL-098.
-25-04	Revised per PL-105.
-26	Added relief for item installed per STC SA02309SE.
-27	Added relief for item installed per STC SA02309SE.
ATA 35 Oxygen	
-04	Revised per PL-043.
ATA 52 Doors	
-04	Added remark to reference (O) procedure as per PL-031.
ATA 56 Windows	
-01	Deleted relief per PL-124.
ATA 77 Engine Indicating	
-01	Inserted relief exception for STC SA02309SE.

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DEFINITIONS		

The required definitions are listed in MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require revision to the operator's MEL. Applicable 14 CFR references are listed in Appendix A of PL-25. It is the responsibility of the operator to determine which 14 CFRs are appropriate for their operation.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

SEQUENCE NO.	PROCEDURE
21-03-01	(O) Procedure to verify environmental and instrument air valves are closed prior to each flight.
21-03-02	(O) Procedure to verify environmental and instrument air valves are closed prior to each flight.
21-04	(O) Procedure to verify appropriate environmental bleed air valve is closed prior to each flight.
21-05	(O) Procedure for crew to follow altitude restrictions.
21-08	(M) Procedure for removing or securing outflow/safety valve in the open position.
21-09	(M) Procedure for removing or securing outflow/safety valve in the open position.
21-09-01	(O) Procedure to ensure each crew (and dispatcher if applicable) is aware of pressurization capability and/or limitations.
21-09-02	(O) Procedure to ensure each crew (and dispatcher if applicable) is aware of pressurization capability and/or limitations.
21-09-03	(O) Procedure to ensure each crew (and dispatcher if applicable) is aware of pressurization capability and/or limitations.
21-09-04	(O) Procedure to ensure first flight is planned assuming aircraft will not pressurize. If aircraft pressurizes normally, appropriate adjustments can be made to the flight plan. Coordination with dispatch, if applicable, should be accomplished. Procedure to ensure each crew (and dispatcher if applicable) is aware of pressurization capability and/or limitations.
21-14	(O) Procedure to verify affected environmental bleed air valve(s) is/are closed prior to each flight.
22-01	(M) Procedure to disable the autopilot and determine that the servos do not cause binding of the control cables.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
22-02	(O) Procedure to disable Rudder Boost function. (M) Procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables. Acceptable procedure: Move rudder pedals through full travel to ensure no restrictions and pull and band "servo" circuit breaker.
22-02-01	(O) Procedure to disable the rudder boost function.
22-02-02	(M) Procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables. Acceptable procedure: Same as 22-02 above.
22-02-03	(M) Procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables. Acceptable procedure: Same as 22-02 above.
22-02-04	(M) Procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables. Acceptable procedure: Same as 22-02 above.
23-01	(O) Procedure to specify how passengers are to be briefed and to operate within the MMEL restrictions.
23-09	(O) Procedure to establish and use alternate communication procedures.
23-12	(O) Procedure to ensure remaining Long Range Communications System(s) operate normally.
23-13	(M) Procedure to disable or remove the EMER FREQ switch, rendering normal Comm 1 Tuning Functions. (O) Procedure to use alternate means of tuning emergency frequency.
23-14-02	(O) Procedure to establish and use alternate procedures
24-03	(O) Procedure to ensure that the electrical load is less than 50% on the operative side generator prior to take-off and at all times during flight and that loads are not added if the generator on the operative side fails.
24-06	(M) Procedure to ensure ground power relay is open.
24-07	(O) Procedure to ensure connection and disconnection of power cart is verified.
24-09	(O) Procedure to verify generator bus tie relay is closed.
25-01-02	(O) Procedure to ensure crew awareness of inoperative restraining bar.
25-02	(M) Procedure to deactivate the ELT to preclude false operation.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
25-10	(M) Procedure to ensure seat is locked in the appropriate position.
25-13	(O) Procedure to ensure crew awareness of specific airspeed information.
25-14	(M) Procedure to lock the rudder pedals in a position that allows full rudder pedal movement.
25-17	(O) Procedure to ensure sufficient waste receptacles are available for the intended flight. (M) Procedure to secure access to the affected waste receptacle.
25-20	(M) Procedure to secure the compartment/closet in closed position.
25-21	(M) Procedure to ensure that cargo is not secured by an inoperative cargo restraint system.
26-03	(O) Procedure to ensure waste receptacle is empty and lavatory is used by crewmembers only. (M) Procedure to lock and placard Lavatory Door.
26-04	(O) Procedure to ensure waste receptacle is empty and Lavatory is used by crewmembers only. (M) Procedure to lock and placard Lavatory Door.
27-02	(O) Procedure to verify the flaps are secure and in the UP position, the circuit breaker is pulled and a placard is installed which states the following: "DO NOT SILENCE THE LANDING GEAR WARNING HORN". The placard should be installed near the landing gear warning horn silence button.
27-04	(O) Procedure to ensure there is no binding of the trim cables prior to each flight. Acceptable procedure: Manually operate trim full travel and visually observe to verify full travel.
28-01	(O) Operations procedure to ensure Standby Electric Boost Pump is operative and Fuel Low Pressure light is operative and extinguished (M) Procedure to determine there is no fuel leak, the Low Pressure Pump has disconnected (shaft has sheared), pump failure did not introduce debris into the fuel system, and the Fuel Pressure Low annunciator is extinguished by use of the Standby Electric Fuel Pump with the engine operating at takeoff power.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
28-05-01	(O) Procedure to deactivate the pump and ensure no electrical power is supplied to it. Procedure to ensure auxiliary fuel is balanced prior to each flight and is considered unusable for flight planning purposes.
28-07	(O) Procedure to ensure fuel balance is maintained within AFM limits. Acceptable procedure: Fill fuel tanks and calculate fuel burn from full tanks.
30-02	(O) Procedure to determine inoperative motor does not affect other actuator motor. (O) Procedure to ensure ice vanes are in the extended position. (M) Procedure to secure vanes in the extended position.
30-04-01	(O) Procedure for flight crewmember to verify operation of Inertial Ice Vane prior to each departure. (M) Procedure to secure vanes in the extended position.
30-04-02	(M) Procedure to secure vanes in the extended position.
30-06	(M) Procedure to ensure affected windshield has an effective hydrophobic coating each flight day of operation without operative Windshield Wipers.
30-12	(M) Procedure to secure shutoff valves in the closed position and secure circuit breaker.
31-02	(O) Procedure for recording aircraft time for maintenance purposes.
31-05	(O) Procedure to check operation of individual circuits.
31-11	(M) Procedure to pull and collar CB in the open position. (O) Procedure to ensure alternate means of tracking aircraft time.
32-01	(O) Procedure to ensure crew and dispatcher awareness for compliance with MMEL restrictions and AFM procedures. (M) Procedure to ensure nose wheel is in the free caster mode and secure circuit breaker.
32-01-01	(O) Procedure to ensure crew and dispatcher awareness for compliance with MMEL restrictions and AFM procedures.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
32-01-02	<p>(O) Procedure to ensure crew awareness that nose steering is in the free caster mode and for compliance with MMEL restrictions and AFM procedures.</p> <p>(M) Procedure to ensure nose wheel is in the free caster mode and secure circuit breaker.</p>
32-04	<p>(O) Procedure to ensure crew awareness of change in nose wheel steering and for compliance with MMEL restrictions.</p> <p>(M) Procedure to disconnect and secure actuator.</p>
32-05	<p>(M) Maintenance procedure to check hydraulic fluid level at the time of discovery and prior to the first flight of the day.</p> <p>(O) Procedure to check for hydraulic leaks prior to and after each flight.</p>
32-07	(O) Procedures to secure aircraft during ground emergencies and prior to releasing toe brakes during normal operations.
32-08	(O) Procedure to ensure crew awareness of the requirement to manually move the down lock latch.
33-02-03	(O) Procedure to verify switch function is operative.
34-03	<p>(O) Procedure to ensure crew awareness of the need to regularly check/reset directional gyro.</p> <p>NOTE: Do NOT select the Heading input (with the HD Reversionary Switch) of the affected Flightdeck Heading Indicator to a single, common gyro heading source. This is NOT permitted because it reduces the heading source redundancy.</p>
34-06-02	(O) Establish alternate procedures.
34-12-01	(O) Procedure to ensure crew awareness of inoperative G0-AROUND mode.
34-15	(M) Procedure to deactivate and secure the system.
34-16	(M) Procedure to deactivate and secure the system.
34-16-02	(O) Procedure to ensure TA ONLY mode is selected, all TA functions/elements are operative, and ensure non-flying pilot monitors pilot display.
34-16-03	(O) Procedure to ensure all RA display/functions are operative.
34-19-01	(O) Procedure to ensure crew awareness of inoperative GPWS and alternate methods for ground proximity awareness.
34-19-01-a	(O) Procedure for crew awareness of inoperative mode(s) and alternate methods of operating without the inoperative mode(s).

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-19-01-d	(O) Procedure to establish alternate methods of operating without advisory callouts.
34-19-01-e	(O) Procedure to establish alternate method of operating without the windshear mode.
34-19-02	(O) Procedure for crew awareness of inoperative FLTA / PDA and alternate method for terrain awareness.
34-19c	(O) Procedure to verify Test Mode is functional with crew awareness of which modes are operative / inoperative. Establish alternate methods to operate without affected modes. (e.g., TAWS, GPWS modes, Windshear, FLTA/PDA, as applicable)
34-21	(O) Procedure to establish alternate method of operating without the Multifunction Display (MFD).
34-26	(O) Procedure to obtain weather via other methods.
35-02	(M) Procedure to use the oxygen pressure gauge in the cockpit during servicing.
35-03	(M) Procedure to prohibit oxygen flow from affected outlet.
37-01	(O) Procedure to insure Left and Right Instrument Air Sources are operative prior to each departure.
37-02	(O) Procedure to verify inoperative valve is in the closed position.
37-03	(O) Procedure to ensure L&R Instrument Air Sources are operative and all provisos are complied with prior to each flight. (O) Procedure to ensure L&R Instrument Air Sources are operative and all provisos are complies with prior to each flight.
38-01	(M) Procedure to deactivate the affected components and ensure there are no leaks. (M) Procedure to drain and ensure the system is not serviced.
38-02	(M) Procedure to deactivate the affected components and ensure there are no leaks. (M) Procedure to deactivate the associated components to prevent leaks and to placard the Lavatory Door.
52-04	(O) Procedure to manually lower the Main Cabin Door in such a manner as to prevent personal injury and aircraft damage.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
52-06	(M) Procedure to remove Cargo Door Snubber and Placard Cargo Door near the handle to warn ground personnel that the CDS is inoperative.
73-01	(O) Procedure to determine inoperative condition is not caused by a leak or broken fuel line.

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-01	Air Cycle Air Conditioning System	C	1	0	May be inoperative for unpressurized flight provided the Environmental Bleed Air Valves are closed	
-02	Vapor Cycle Air Conditioning system	C	1	0		
-03	L or R BL AIR FAIL Annunciator System					
-01	Annunciator fails to illuminate	B	2	1	(O) One may be inoperative provided: a) Environmental and Instrument Bleed Air Valves on inoperative side are verified closed before each flight, and b) Aircraft is not operated in known or forecast icing conditions.	
-02	Annunciator remains illuminated	B	2	1	(O) One may be illuminated provided: a) Environmental and Instrument Bleed Air Valves on inoperative side are verified closed before each flight, and b) Aircraft is not operated into known or forecast icing conditions.	
-04	L or R ENVIR FAIL Annunciator Systems	C	2	1	(O) One may be inoperative provided Environmental Bleed Air Valve on inoperative side is closed.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY
		2. NUMBER INSTALLED
		3. NUMBER REQUIRED FOR DISPATCH
		4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-05	CABIN ALT HI Annunciator System	C	1	0	(O) May be inoperative for pressurized flight: a) At or below 10,000 feet MSL, and b) Above 10,000 feet MSL up to and including 12,000 feet MSL for not more than 30 minutes.	
		C	1	0	May be inoperative for unpressurized flight in accordance with 14 CFR	
-06	Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided Differential Pressure/Cabin Altitude Indicator is operative.	
-07	Differential Pressure/Cabin Altitude Indicator	C	1	0	May be inoperative for unpressurized flight provided the dump valve is in the OPEN position.	
-08	Outflow/Safety Valves	C	2	0	(M) May be inoperative for unpressurized flight provided one valve is removed or secured in the OPEN position.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-09	Pressurization System	C	1	0	(M) May be inoperative provided one Outflow/Safety Valve is removed or secured in the OPEN position.	
-01	Maximum Pressure Differential Function	C	1	0	(O) May be inoperative, resulting in failure to achieve maximum pressure differential, provided: a) Available stabilized maximum differential must be known and considered for dispatch flight planning, and b) Cabin Altitude does not exceed 9,500 feet.	
		C	1	0	May be inoperative provided flight remains at or below 10,000 feet MSL NOTE: Any available pressurization capability may be used provided system limits are not exceeded.	
-02	Cabin Pressure Control Function	C	1	0	(O) May be inoperative, resulting in failure to pressurize at selected altitude, provided system can maintain cabin altitude at or below 9,500 feet. NOTE: Any available pressurization capability may be used provided system limits are not exceeded.	

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MMEL TABLE KEY

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		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-09	Pressurization System (Cont'd)					
-03	Cabin Rate Control Function	C	1	0	(O) May be inoperative, resulting in fluctuations of rate indicator, provided: a) System can maintain cabin altitude at or below 9,500 feet, and b) Fluctuation cannot cause cabin pressure to exceed maximum differential. NOTE: Any available pressurization capability may be used provided system limits are not exceeded.	
-04	Cabin Pressure TEST Function	C	1	0	(O) May be inoperative provided system can maintain cabin altitude at or below 9,500 feet. NOTE: Any available pressurization capability may be used provided system limits are not exceeded.	
-10	Environmental Temperature Control	C	1	0	May be inoperative for unpressurized flight provided the Environmental Bleed Air Valves are closed.	
-01	Automatic Function	C	1	0	May be inoperative provided the Manual Function is operative.	
-02	Manual Function	C	1	0	May be inoperative provided the Automatic Function is operative.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-12	Vent Blowers	C	2	0		
-13	Cabin Temperature Gauge	C	1	0		
-14	Environmental Bleed Air Systems	C	2	1	(O) One may be inoperative provided: a) Environmental Bleed Air Valve on inoperative side is closed, and b) ENVIR FAIL Annunciator is operative on operative Environmental Bleed Air System	
		C	2	0	(O) May be inoperative for unpressurized flight provided all Environmental Bleed Air Valves are closed.	
-16	L or R ENVIR OFF Annunciator Systems	C	2	1	One may be inoperative	
-17	CAB DIFF HI Annunciator System	C	1	0	May be inoperative provided Pressurization System is considered inoperative	

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MMEL TABLE KEY

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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-01 ***	Autopilot System	C	-	0	(M) May be inoperative provided autopilot is disabled and operations do not require its use.	
-01	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot	
		B	2	0	May be inoperative provided autopilot is not used.	
-02	Yaw Damper/Rudder Boost System	C	1	0	(O)(M) May be inoperative provided Yaw Damper and Rudder Boost systems are disabled.	
-01	Rudder Boost Function Only	C	1	0	(O) May be inoperative provided the Rudder Boost Function is disabled	
-02	Yaw Damper Function Only	C	1	0	(M) May be inoperative provided the Yaw Damper is disabled	
-03	LEFT/RIGHT YAW DAMP Computers	C	2	1	One may be inoperative provided the operative computer is selected.	
		C	2	0	(M) May be inoperative provided the Yaw Damper is disabled	
-04	Single YAW DAMP Computer	C	1	0	(M) May be inoperative provided the Yaw Damper is disabled	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-01 ***	Passenger Address System					
-01	Passenger Carrying Operations	C	1	-	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
-02	Other Operations	D	1	0	May be inoperative unless procedures require its use.	
-02 ***	Recorded Passenger Briefing Unit	D	-	0		
-03	Static Discharge Wicks	C	-	17	Any combination of wicks may be missing or broken except: a) Four on each wing (includes aileron and winglet), b) Three on each side of horizontal stabilizer (includes taillet), c) One on horizontal stabilizer aft bullet, and d) One on each ventral fin.	
-04	Communications Equipment (VHF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and is not required for Emergency Procedures.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-05	Flight Deck Speakers	C	2	1	One may be inoperative	
		C	2	0	May be inoperative provided an operative headset is used by each flight crewmember.	
-06 ***	Cockpit Voice Recorder (CVR)					
-01	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
	***Independent Power Source	C	1	0		
-02	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
	***Independent Power Source	C	1	0		
-03	Installed for an operator other than a holder of an Air Carrier or Commercial Operator certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
	***Independent Power Source	C	1	0		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-07 ***	GND COMM PWR System	D	1	0		
-08	Crew Intercom System	B	1	0	May be inoperative for operations not using or requiring a second-in-command.	
-09 ***	Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-10	Push to Talk Switch (Radio)					
-01	Aircraft equipped with separate hand held microphone plug-in (Second-in-command required)	C	2	1	One may be inoperative provided hand microphone on affected side is operative.	
-02	Aircraft equipped with separate hand held microphone plug-in (Second-in-command not required)	C	2	1	Right side may be inoperative	
-11 ***	Observer's Headset Audio Jack	C	-	0	May be inoperative provided an alternate audio source is available.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-12 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
-13	EMER FREQ Switch (G950 avionics with STC SA02309SE Only)	D	1	0	(M)(O) May be inoperative provided EMER FREQ Switch is removed or disabled and alternate procedures are used to tune 121.5.	
-14	Audio Panel (G950 avionics with STC SA02309SE Only)					
-01	INTR COM Button	B	2	0	May be inoperative for operations not using or requiring a second-in-command.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-14	Audio Panel (Cont'd) (G950 avionics with STC SA02309SE Only)					
-02	PA Button Passenger Carrying Operations	D	2	1	May be inoperative on the copilot side for single-pilot operations.	
		C	2	-	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
	Other Operations	D	2	0	NOTE: Any station that operates normally may be used. May be inoperative unless procedures require its use.	
-03	CABIN Button	D	2	0		
-04	PLAY Button	D	2	0		
-15 ***	Iridium Satellite Telephone System (G950 Avionics with STC SA02309SE Only)	D	1	0		

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-02	L or R DC GEN Annunciator System	B	2	1	One may be inoperative provided: a) Both DC LOAD meters are operative, b) Both Generator Bus Ties are operative, and c) Both L and R GEN TIE OPEN Annunciator Systems are operative.	
-03	DC LOAD Meters	B	2	1	(O) One may be inoperative provided: a) Electrical load is maintained within the capacity of one generator at all times. b) Both L and R DC GEN Annunciator Systems are operative and c) Aircraft is not operated in known or forecast icing conditions.	
-04	Inverters	B	2	1	One may be inoperative for VFR, not at night, provided: a) No passengers are carried, and b) Both L and R AC Bus Annunciator Systems are operative.	
-01	Inverters with G950 Avionics with STC SA02309SE Only	B	2	1	One may be inoperative	
		A	-	0	May be inoperative provided Yaw Damper, Autopilot, Flight Director, and Flight Data Recorder (FDR) are considered inoperative and repairs are made within three flight days.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-05	L or R AC BUS Annunciator System	B	2	0	May be inoperative provided: a) Both Inverters are operative, and b) AC VOLT/FREQ Meter is operative.	
-06	External Power System	C	1	0	(M) May be inoperative provided ground power relay is verified open.	
-07	EXTERNAL POWER Annunciator System	C	1	0	(O) May be inoperative provided procedures are established and used to verify connect/disconnect of the power cart.	
-08	Generator Bus Tie	B	2	1	One may be inoperative for VMC, not at night, provided both DC GEN Annunciators are operative.	
-09	L or R GEN TIE OPEN Annunciator Systems	B	2	0	(O) May be inoperative provided: a) Affected Generator Bus Tie Relay is verified closed prior to each departure, and b) Both DC Gen Annunciators are operative.	
-10	AC VOLT/FREQ Meter Frequency select button	C	1	0	May be missing or broken provided frequency information can be obtained from the Meter.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-01	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered to be inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent to the outboard seats.	
-01	Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat is secure in the upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.	
-02	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert crew of inoperative restraining bar.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-01	Passenger Seat(s) (Cont'd)					
-03	Armrest	C	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) For an armrest with a recline mechanism, seat is secure in the upright position.	
-04	Forward Observer Seat	C	-	0	May be inoperative provided: a) Another forward passenger seat is made available to the Administrator for the performance of official duties, and b) An audio source is available.	
-02 ***	Emergency Locator Transmitter (ELT) System					
	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar days.	
		A	-	0	May be missing provided repairs are made within 90 consecutive calendar days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-04 ***	Non-Essential Equipment & Furnishings (NEF)		-	-	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.	
-05	Emergency Medical Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete or missing provided required distribution is maintained.	
-06	Flotation Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	
-07 ***	Flashlight/Flashlight Assembly	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing	
-08	Cockpit Overhead Crew Assist Straps	D	-	-	May be inoperative or missing.	
-09	Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to the flight crew.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-10	Crew Seat Adjustments	A	-	0	(M) May be inoperative provided: a) Seat(s) are locked in a position that permits normal pilot visibility, b) Full flight control movement is available, c) Position of seat is acceptable to the flight crew, d) Crew Rudder Pedal Adjustment is operative, and e) Repairs are made within one flight day.	
-11	Crew Arm Wrests	C	-	0	May be inoperative provided arm rest is secured in the upright position	
-12	Flightdeck Security Barrier Lock System	C	-	0	May be inoperative provided door is secured open or does not block nor impede egress to exit.	
-01	Flightdeck Security Barrier Lock System	D	-	0	May be inoperative provided: a) Door opens and closes normally, and b) Door remains in selected position.	
-13	Externally Mounted Airspeed Indicator Bugs (Except aircraft equipped with G950 Avionics with STC SA02309SE)	C	-	0	(O) May be inoperative, missing or broken provided alternate procedures for airspeed awareness are established and used.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-14	Crew Rudder Pedal Adjustment	A	-	0	(M) May be inoperative provided; a) Associated rudder pedal is locked in a position that allows full rudder pedal movement, b) Position of the rudder pedal is acceptable to the flight crew, c) Associated Crew Seat Adjustment must be operative, and d) Repairs are made within one flight day.	
-15	Crew Compartment Adjustable Air Vent Valves (Wemacs)	C	-	0		
-16 ***	Operator Initiated Placards	D	-	-		
-17 ***	Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided; a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient waste receptacles are available to accommodate all waste that may be generated on a flight.	
-18 ***	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placarded is visible from each occupied passenger seat.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-19 ***	Flight Crew Hat Hooks	D	-	0		
-20 ***	Cabin Storage Compartments/Closets	C	-	-	(M) May be inoperative provided: a) Any emergency equipment located in affected compartment is considered inoperative, b) Affected compartment is not used for storage of any item except for those permanently affixed, c) Procedures are established and used to secure compartment closed, and d) Affected compartment is prominently placarded "DO NOT USE".	
		C	-	-	(M) May be inoperative provided: a) Affected door is secured, b) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded "DO NOT USE".	
	Storage Compartments Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided door latch remains operative.	

NOTE: Any permanently affixed emergency equipment located in the associated storage compartment is available for use.

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-21 ***	Cargo Restraint Systems	C	-	-	(M) May be inoperative, or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.	
		C	-	-	May be inoperative, or missing provided cargo compartment remains empty.	
-22	Cargo Door Assist Lanyard	D	-	0	May be inoperative or missing	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it can be mistaken for a functional unit, and b) Required distribution is maintained.	
-02	Fire Extinguisher "Push to Extinguish" Guard	A	2	0	May be broken, missing or lacking safety wire provided: a) Broken guard shall not interfere with the proper indication or activation of the extinguisher, and b) Repairs are made within one flight day.	
-03 ***	Lavatory Fire Extinguisher System	C	-	-	May be inoperative provided Lavatory Smoke Detection system operates normally.	
		C	-	-	(M)(O) May be inoperative provided; a) Lavatory waste receptacle is empty, b) Lavatory Door is locked closed and placarded "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmembers.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-03 ***	Lavatory Fire Extinguisher System (Cont'd)				NOTE 2: A Lavatory Fire Extinguisher system is not required for all-cargo operations.	
-04 ***	Lavatory Smoke Detection System	C	-	-	(M)(O) May be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Lavatory Door is locked closed and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative	
-05 ***	Cargo Compartment Fire Detection System	C	-	0	May be inoperative provided cargo compartment remains empty. NOTE: Does not preclude the carriage or empty cargo containers, pallets, ballast, etc.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-02	Flap System	B	1	0	(O) May be inoperative provided; a) Flaps are in full up position, and b) Appropriate performance data for no flap takeoff and landings is used. CAUTION: DO NOT SILENCE THE LANDING GEAR WARNING HORN.	
-01	Flap Position Indicator	B	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not affected, and b) Flaps are checked at each preselected setting prior to each departure.	
-03	Trim Tab Indicators (Aileron, Rudder)	C	2	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not impaired, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-04 ***	Electric Elevator Trim System					
-01	With Autopilot	C	1	0	(O) May be inoperative provided: a) Manual trim is operative and unaffected, and b) Autopilot is not used.	
-02	Without Autopilot	C	1	0	(O) May be inoperative provided manual trim is operative and unaffected.	
-03	Trim Switches	C	-	0	NOTE: Any operative trim switch may be used.	
-04	PITCH TRIM OFF Annunciator System	C	1	0		

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-01	Engine Driven Low Pressure Fuel Boost Pump	C	2	1	(M)(O) One may be inoperative provided: a) Standby Electric Boost Pump is ON and operative, b) Aviation gasoline is not used, and c) JP4 or Jet B is not used above 8,000 feet MSL.	
-02	L or R FUEL QTY Annunciator Systems	C	2	1	One may be inoperative provided fuel quantity on board is adequate for the intended flight.	
-03	Fuel Transfer Annunciator System	C	1	0	May be inoperative provide both Fuel Quantity Indicating Systems are operative.	
-05	Auxiliary Fuel Transfer Pump System					
-01	Auxiliary Fuel Transfer Pump	C	2	0	(O) May be inoperative provided: a) Fuel quantity in main tanks is adequate for the intended flight, b) Auxiliary fuel quantity is balanced and is not used for the flight, and c) Fuel Quantity Indicating System on affected side is operative.	
-02	AUTO mode	C	2	0	May be inoperative provided: a) AUX PUMP ON mode is operative, and b) Fuel Quantity Indicating System on affected side is operative.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-06	L or R COL TANK LOW Annunciator System	C	2	1	One may be inoperative provided: a) Fuel quantity on board is adequate for the intended flight, and b) FUEL QTY annunciator on failed side is operative.	
-07	Fuel Quantity Indicating Systems	C	2	1	(O) One may be inoperative provided; a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, b) Both Fuel Flow Indicators are operative, c) L and R FUEL QTY annunciators systems are operative, d) Procedures are established to ensure fuel balance remains within AFM limits, and e) FUEL TRANSFER Annunciator System is operative. NOTE: For Polar Operations (North Polar Area) Fuel quantity indicating system must be operative.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-07	Fuel Quantity Indicating Systems (Cont'd)					
-01	MAIN Fuel Tank Indications	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, b) Both Fuel Flow indicators are operative, c) L and R FUEL QTY Annunciator Systems are operative, d) Procedures are established to ensure that fuel balance remains within AFM limitations, and e) FUEL TRANSFER Annunciator System is operative.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-07	Fuel Quantity Indicating Systems (Cont'd)					
-01	MAIN Fuel Tank Indications (Continued)	A	2	0	(O) Both may be inoperative provided: a) Both main fuel tanks are visually inspected by a flight crewmember and determined to be fueled to their maximum capacity, b) The required fuel for the flight (to the destination, all required alternates, and required reserves) does not exceed 50% of the rated capacity of the main tanks, c) Repairs are made before the third flight (following discovery), d) The aircraft may not depart any maintenance base authorized to make repairs, e) Both Fuel Flow Indicators are operative, f) Both L and R FUEL QTY Annunciator Systems are operative, g) FUEL TRANSFER Annunciator System is operative, and h) Procedures are established to ensure fuel balance remains within AFM limits.	
(Continued)						

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-07	Fuel Quantity Indicating Systems (Cont'd)					
-02	AUX Fuel Tank Indications	C	2	0	(O) May be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, b) FUEL TRANSFER Annunciator System is operative, and c) Procedures are established to ensure fuel balance remains within AFM limits.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-01	Surface De-Ice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-01	OUTBD WH DEICE Annunciator	C	1	0	May be inoperative provided boot operation is normal and is visually monitored.	
-02	INBD WG DEICE Annunciator	C	1	0	May be inoperative for two pilot operations not at night provided boot operation is normal and visually monitored.	
-02	Engine Inertial Ice Vane Actuator Motors	C	4	2	(O) One actuator motor of each intake system may be inoperative provided aircraft is not operated in visible moisture at or below +5 degrees Celsius.	
		C	4	2	(O) One actuator motor of each intake system may be inoperative provided; a) Inertial ice vans are in the extended position, and b) Appropriate ENGINE ANTI-ICE ON performance data is used.	
		C	4	0	(M) Both actuator motors of each intake system may be inoperative on one or both engines provided: a) Inertial ice vans are secured in the extended position, and b) Appropriate ENGINE ANTI-ICE ON performance data is used.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-03	Alternate Static Air Source Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-04	Engine Ice Annunciators					
-01	L and R ENG ANTI-ICE Annunciators	C	2	1	(O) May be inoperative on one side provided ENG ICE FAIL annunciator is operative on the affected side.	
		C	2	0	(M) May be inoperative on one or both sides provided: a) Affected Inertial Ice Vane(s) is/are secured in the extended position, and b) Appropriated ENGINE ANTI-ICE ON performance data is used.	
-02	L and R ENG ICE FAIL Annunciators	C	2	0	(M) May be inoperative on one or both sides provided: a) Affected Inertial Ice Vane(s) is/are secured in the extended position, and b) Appropriate ENGINE ANTI-ICE ON performance data is used.	
-05	Stall Warning Vane and Mount Plate Heater System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-06	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
		C	2	0	(M) May be inoperative provided the affected windshield has an effective Hydrophobic coating.	
-01	PARK Mode	C	1	0	May be inoperative provided wiper arms and blades can be positioned to not obstruct the pilots view.	
-02	SLOW Mode	C	1	0	May be inoperative provided the FAST mode is operative.	
-07	Windshield Heaters	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-08	Propeller Deicer Ammeter	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-09	Propeller Deice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-01	Automatic Function	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-02	Manual Function	C	1	0	May be inoperative provided the Automatic Function is operative.	
-11	Fuel Vent Heaters	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-12 ***	Brake Deice System	C	1	0	(M) May be inoperative provided shutoff valves are in OFF position.	
-13	Pitot Heater	B	2	1	One may be inoperative provided; a) IFR passenger carrying operations are not conducted and b) Aircraft is not operated in known or forecast icing conditions.	
-14	STALL HEAT Annunciator	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-15	L and R PITOT HEAT Annunciators					
-01	14 CFR Part 121 Operations	B	2	0	May be inoperative provided: a) Both pitot heaters are operative, and b) The aircraft is not operated in known or forecast icing conditions.	
-02	Other Operations	C	2	0	May be inoperative provided a) Both pitot heaters are operative, and b) The aircraft is not operated in known or forecast icing conditions.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-01	Clock with presentation of seconds	D	-	0	As Required by 14 CFR	
-02 ***	Flight Hour Recorder	D	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	
-03 ***	Flight Data Recorder (FDR)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided; a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operators MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. a) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designed airport where repair(s) must be accomplished prior to dispatch, and b) Repairs are made within three flight days.	
-01	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar days.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-03 ***	Flight Data Recorder (FDR) (Cont'd)					
-02	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
***	Flight Data Recorder (FDR) (For operator other than a holder of an Air Carrier or Commercial Operator certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
-05	Annunciator Power Source Annunciator	C	1	0	(O) May be illuminated provided: a) Preflight procedures are conducted to check operation of individual annunciation circuits in accordance with Beech Minimum Equipment Procedures (P/N 98-30472 as amended), b) MEL relief is approved and applicable procedures and restrictions observed for all annunciator circuits found to be inoperative, and c) Flight is limited to at or below 10,000 feet MSL or d) Flight above 10,000 feet MSL up to and including 12,000 feet MSL is limited to not more than 30 minutes.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-06	Unassigned Annunciators	D	-	0		
-07	Master Caution Annunciator	C	2	1	One may be inoperative provided left side is operative for single pilot operations.	
-08	Master Warning Annunciator	A	2	1	One may be inoperative provided: a) Left side is operative for single pilot operations, and b) Repairs are made within one flight day.	
-09	EFIS Display Timer (Except aircraft equipped with G950 Avionics with STC SA02309SE)	D	2	0		
-10 ***	Aircraft Data Acquisition System (Installed per SA00095BO)	D	-	0		
-11 ***	Electronic Aircraft Tracking System	D	1	0	(M)(O) May be inoperative provided the system is disabled and aircraft time is tracked by alternate means.	
-12	Interface Control Unit (G950 avionics with STC SA02309SE Only)	A	1	0	May be inoperative provided Yaw Damper and Flight Data Recorder (FDR) are considered inoperative and repairs are made within three flight days.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
-01 ***	Power Steering System	B	1	0	(M)(O) May be inoperative provided: a) AFM procedures are observed, and b) Landing is limited to 22 knots crosswind and braking action Poor or better.	
-01 ***	PWR STEER FAIL Annunciator System	B	1	0	(O) May be inoperative provided: a) Power steering remains off, and b) Landing is limited to 22 knots crosswind and braking action Poor or better.	
-02 ***	MAN STEER FAIL Annunciator System	B	1	0	(M)(O) May be inoperative provided; a) Power steering is disabled, b) Nose gear must be in free caster mode. (See item 1.), and c) Landing is limited to 22 knots crosswind and braking action Poor or better.	
-04 ***	Manual Steering Disconnect Actuator	B	1	0	(M)(O) May be inoperative provided Landing is limited to 22 knots crosswind and braking action Poor or better.	
-05	HYD FLUID LOW Annunciator System	B	1	0	(M)(O) May be inoperative provided hydraulic fluid level is verified full each flight day and checked for leaks prior to each flight.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
-06 ***	Anti-Skid System	C	1	0	May be inoperative provided: a) The OFF-ON switch remains in the Off position, and b) AFM performance charts for operation without anti-skid are used.	
-07	Parking Brake	C	1	0	(O) May be inoperative provided alternate procedures are established and used to prevent unintended movement.	
-08	Landing Gear Handle Solenoid	C	1	0	(O) May be inoperative provided down lock latch is operative.	
-09 ***	Auxiliary Landing Gear Position Indicator System (STC SA00873CH)	D	1	0	May be inoperative provided Landing Gear Position Indicator System is operative.	
-10	Landing Gear Handle "Intransit" (Red) Lamps	B	2	1		

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
-11	Landing Gear Position Indicator System	C	1	0	May be inoperative provided: a) Auxiliary Landing Gear Position Indicator System STC SA00873CH is installed and operative, and b) All Auxiliary Landing Gear Position Indicators are operative including the "EL" (electroluminescent) panel.	
-01	Landing Gear Position Indicator Lamps	A	-	-	One lamp in each indicator may be inoperative provided: a) One lamp in each indicator is operative and provides sufficient illumination for positive down and lock indication, and b) Repairs are made within one flight day.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-01	Cabin Light System (Including Reading Lights)	C	-	-	Individual lights may be inoperative provided lighting configuration is acceptable to the flight crew. Any operative lights may be used.	
-02	Cockpit/Flight Deck/Flight Compartment and Instruments Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
-01	Standby Attitude Indicator Internal Illumination (Except aircraft equipped with MD302 standby instrument with STC SA02309SE)	C	1	0	Must be operational for night operations.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-02	Cockpit/Flight Deck/Flight Compartment and Instruments Lighting System (Cont'd)					
-02	Pressurization Controller Internal Illumination System	D	1	0	Must be operational for night operations.	
		D	1	0	May be inoperative for night operations provided adjacent post light is operative.	
-03	Emergency Light Switch Position (Red/Green) Indication	B	1	0	(O) Red/Green switch position indication may be inoperative (stuck in either red or green indication) provided switch function is verified operative before each flight at night.	
-04	Compass Control Unit Internal Illumination (Slaving Meter) (Except aircraft equipped with G950 Avionics with STC SA02309SE)	D	2	1	One may be inoperative provided both Gyroscopic Directional Compass Systems operate normally and Comparator Warning is operative.	
-03	Landing Lights	C	2	0	Must be operational for night Operations	
		C	2	1	One may be inoperative for night operations provided taxi light is operative.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-05	Navigation Position Lights	C	6	0	Must be operative between sunset and sunrise.	
		C	6	3	One may be inoperative at each location.	
-06	Anti-Collision Beacon Light System	B	1	0	May be inoperative provided Anti-Collision Strobe Light System is installed and operative.	
-07 ***	Anti-Collision Strobe Light System	D	1	0	May be inoperative provided Anti-Collision Beacon Light System is operative. Any operative lights may be used.	
-08	Taxi Light	C	1	0	May be inoperative for operations other than night.	
		C	1	0	May be inoperative for night operations provided both landing lights are operative.	
-09	TAXI LIGHT Annunciator System	C	1	0		
-10 ***	Recognition Lights	D	2	0		
-11 ***	Tail Flood Lights	D	2	0		

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-12	Wing Ice Lights	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
		C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	
-14	Cargo Compartment Lighting System	D	1	0	Any operative light may be used	
-15	Boarding Lighting System (including lights within the Airstair and in the entryway foyer)	C	1	0	Any operative light may be used	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-01	Vertical Speed Indicators	B	2	1	As required by 14 CFR. NOTE: Left side must be operative for single pilot IFR operations.	
-02 ***	Weather Radar/ Thunderstorm Detection Equipment	C	-	-	As required by 14 CFR.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01	Radar Antenna Gyro Stabilization Function	D	1	0	May be inoperative provided; a) Antenna sweep function is parallel to aircraft pitch axis, and b) Antenna tilt function operates normally.	
-02 ***	RDR PWR ON Annunciator (Except aircraft equipped with G950 Avionics with STC SA02309SE)	C	1	0		
-03	Windshear Detection and Avoidance System (Predictive)	B	-	0	May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures.	
		C	-	0	May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (reactive) operates normally.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-03	Gyroscopic Directional Compass (Except aircraft equipped with G950 Avionics with STC SA02309SE)	B	2	1	(O) One may be inoperative in slaved mode provided: a) DG mode is operative, and b) Non-Stabilized Magnetic Compass is operative.	
-04	Non-Stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.	
		B	1	0	May be inoperative provided: a) Any combination of two stabilized gyro or INS stabilized compass systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.	
-05	Navigation Equipment (VOR/ILS, Loran, RNAV, INS, GPS Omega/VLF, Doppler, FMS, MLS, TACAN)	D	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: GPS & GPS WAAS must be operational for G950 equipped aircraft with STC SA02309SE.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-06	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
-02 ***	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.	
-07	Marker Beacon	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-09	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-10	Automatic Direction Finding Equipment (ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-11	Radar Altimeter					
-01	Necessary for GPWS operation when GPWS is required by 14 CFR	A	-	0	May be inoperative provided: a) GPWS is considered inoperative, b) Alternate procedures are established and used, c) Repairs are made within two flight days, and d) Landing minimums are not based on its use.	
-02	Necessary for GPWS operation when GPWS is not required by 14 CFR	C	-	0	May be inoperative provided landing minimums are not based on its use.	
-03	Not necessary for GPWS	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
-12	Flight Director System	C	-	0	May be inoperative provided landing minimums are not based on its use. NOTE: Any operative mode may be used.	
-01	Go Around Function	C	-	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to establish initial pitch and wings level attitude.	
-13 ***	Altitude Alerting System	C	-	0	May be inoperative provided enroute operations, i.e. RVSM, do not require its use.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-14	Radio Magnetic Indicator (RMI) (Except aircraft equipped with G950 Avionics with STC SA02309SE)	C	-	0		
-15 ***	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures not require its use.	
-16	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures not require its use.	
-01	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the nonflying pilot side provided; a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	

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Sequence No.	Item	1	2	3	4	Change Bar
-16	TCAS II (Cont'd)					
-02	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
-03	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
-17	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
	(Except aircraft equipped with MD302 standby instrument with STC SA02309SE)	B	-	0	May be inoperative provided: a) Operations are conducted in VMC only, not at night, and b) Operations are not conducted into known or forecast VFR-on-Top conditions.	
-01	Sonalert Standby Power Aural Warning	B	1	0	May be inoperative provided the Standby Power Annunciator is operative.	
-02	Standby Power Annunciator	B	1	0	May be inoperative provided the Sonalert Standby Power Aural Warning is operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
-18 ***	Flight Profile Advisory System	C	1	0		
-19a ***	Terrain Awareness and Warning System (TAWS)					
	Class A TAWS Equipment Required					
-01	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within two flight days.	
	a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
	b) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days.	
	c) Glideslope Deviation (Mode 5)	C	-	1		
		B	-	0		
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate Procedures are established and used.	
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Sequence No.	Item	1	2	3	4	Change Bar
-19a	Class A TAWS Equipment Required					
-01	GPWS (Cont'd)					
	***e) Windshear Mode (reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Terrain Displays	C	-	1		
		B	-	0		
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-19b	Class B TAWS Equipment Required					
-01	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within two flight days.	
	a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
	b) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days.	
	***c) Modes 2, 4, & 5	C	3	0		
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate Procedures are established and used.	
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Sequence No.	Item	1	2	3	4	Change Bar
-19b	Class B TAWS Equipment Required					
-01	GPWS (Cont'd)					
	***e) Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and recovery procedures.	
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Terrain Displays	C	-	0		
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
-19c	TAWS/GPWS not Required by 14 CFR (Class C TAWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	

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Sequence No.	Item	1	2	3	4	Change Bar
-21 ***	Multifunction Display (Except aircraft equipped with G950 Avionics with STC SA02309SE)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-24	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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Sequence No.	Item	1	2	3	4	Change Bar
-25 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
-01	Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
-02	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.	
-03	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen Display is acceptable to the flight crew.	
-04	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	
-05	Data Link Receiver(s)	D	-	0		
-26 ***	Weather/Radio Datalink (XM) (G950 avionics with STC SA02309SE Only)	D	1	0	(O) May be inoperative provided procedures are established to obtain weather via other means.	
-27	Standby Power Annunciator (G950 avionics with STC SA02309SE Only)	B	-	1		

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-01	Passenger Oxygen System	C	1	0	As required by 14 CFR. NOTE: Cockpit Crew Oxygen System must be operative.	
-02	External Oxygen Gauge	C	1	0	(M) May be inoperative provided the Internal Oxygen Gauge is monitored during servicing to avoid over-servicing.	
-03	Passenger Oxygen Mask	C	-	0	(M) May be inoperative provided: a) Corresponding passenger seat is blocked and placarded "DO NOT OCCUPY", and b) Affected mask does not permit flow when cabin oxygen system is activated.	
-04	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

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37. VACUUM/PRESSURE

Sequence No.	Item	1	2	3	4	Change Bar
-01	Gyro Suction Indicator	C	1	0	(O) May be inoperative provided; a) Both Instrument Air Valves are operative, b) Both L and R Bleed AIR FAIL Annunciator Systems are operative, c) Both Outflow/Safety Valves are operative, d) The Cabin Pressure System is operative, and e) Both Environmental Bleed Air Systems are operative.	
-02	Instrument Air Valve	C	2	1	(O) One may be inoperative provided: a) Inoperative valve is verified closed, and b) Aircraft is not operated in known or forecast icing conditions.	

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37. VACUUM/PRESSURE

Sequence No.	Item	1	2	3	4	Change Bar
-03	Pneumatic Pressure Gauge	C	1	0	(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Both Instrument Air Valves are operative, c) Both L and R Bleed AIR FAIL Annunciator Systems are operative, d) Both Outflow/Safety Valves are operative, e) The Pressurization System is operative, and f) Both Environmental Bleed Air Systems are operative.	
		C	1	0	(O) May be inoperative provided; a) The TAIL DEICE Annunciator is operative, b) The INBD WG DEICE and OUTBD WG DEICE Annunciators are operative, c) Both Instrument Air Valves are operative, d) Both L and R Bleed Air FAIL Annunciator Systems are operative, e) Both Outflow/Safety Valves are operative, f) The Pressurization System is operative, and g) Both Environmental Bleed Air Systems are operative.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-01 ***	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
-02 ***	Lavatory Waste System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) Associated Lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks. b) Lavatory door is secured closed and placarded: "INOPERATIVE-DO NOT USE".	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-01	CABIN DOOR Annunciator System	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, that the door is latched prior to each departure.	
-02	CARGO DOOR Annunciator System	C	1	0	May be inoperative provided a crewmember confirms, by visual inspection, that the door is latched prior to each departure.	
-03	Cabin Door Lock Observe Light System	C	1	0	May be inoperative provided a flashlight is used by a crewmember to inspect the locking mechanism prior to each departure.	
-04	Entrance Door Snubber System	C	1	0	(O) May be inoperative or missing provided precautions are taken when opening the door.	
-05	Airstair Door Cable Coverings	D	-	0	May be damaged or missing provided door cable does not interfere with door operation.	
-06	Cargo Door Snubber	A	4	3	(M) May be inoperative provided repairs are made within two flight days.	
-07	Cabin / Cargo Door Seals	C	2	0	May be damaged or inoperative provided: a) Door seal does not interfere with door operation, and b) The flight is conducted at or below 10,000 feet MSL.	

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56. WINDOWS

Sequence No.	Item	1	2	3	4	Change Bar
-01	Windshield, Window	-	-	-	DELETED, REV 5b.	
					NOTE: Refer to Aircraft Maintenance Manual (AMM), Structural Repair Manual (SRM), or other approved documentation.	

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61. PROPELLERS

Sequence No.	Item	1	2	3	4	Change Bar
-01	Propeller Synchrophaser/ Synchronizer System	D	1	0		
-02	Propeller Synchroscope	D	1	0		
-03	Propeller Auto Feather Indication System					
-01	AFX Indicators	C	2	0	May be inoperative provided L and R Auto Feather Annunciators are operative and illuminated prior to takeoff brake release.	
-02	L or R AUTO FEATHER Annunciators	C	2	0	May be inoperative provided AFX Indicators are operative.	
-03	AUTO FEATHER OFF Annunciator	A	1	0	May be inoperative provided: a) Auto Feather switches remain in the ARM position for the entire flight, and b) Repairs are made within three flight days.	

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73. ENGINE AND FUEL CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
-01	Fuel Flow Indicators	B	2	1	(O) One may be inoperative provided both Fuel Quantity Indication Systems and both Main Fuel Tank Indications are operative.	
		B	2	1	(O) One may be inoperative with one or both Aux Fuel Tank Indications inoperative provided both Fuel Quantity Indicating Systems and both Main Fuel Tank Indications are operative.	

